

## **Travel Emission Reduction Strategies Bill 2023**

A Bill for an Act to establish travel related emission reduction strategies. This Bill aims to reduce travel related emissions, through incentivising and improving alternative methods of transport. Transport is the second largest source of emissions in Victoria; in 2019 it accounted for 25% of state emissions. Road transport, including cars, light commercial and heavy vehicles, is responsible for approximately 87% of travel emissions across the state. Even with the rise in popularity of working from home and hybrid delivery methods, commuting remains unavoidable for the majority of workers and students.

Infrastructure and resources relating to alternative methods of transport are limited in terms of access, quality, and efficiency. Public transport remains overcrowded and inconsistent, cyclists are not guaranteed safety in their commute, and walking short distances can be unappealing due to safety concerns or even changes in weather. This Bill aims to make alternative means of transport more accessible, convenient, and appealing, thereby redistributing commuters to modes of transport which produce less emissions per person travelling.

A Bill for an Act relating to Travel Emission Reduction Strategies.

To be enacted by the Y's Victorian Youth Parliament.

## **PART I—Preliminary**

### **Clause 1 Purpose**

The main purposes of this Act are;

- (a) To reduce emissions generated through daily commuting by increasing the capacity and efficiency of existing public transport systems;
- (b) To contribute to the reduction of emissions generated through commuting by increasing the appeal of alternative transport methods such as cycling and walking;
- (c) Increasing accessibility and convenience of public transport systems.

### **Clause 2 Commencement**

This Bill shall commence upon receiving assent from the Youth Governor of Victoria.

### **Clause 3 Definitions**

In this Bill -

- (a) **Low SES areas** means postal areas in the bottom 25% of the population in terms of financial, social, educational and health opportunities and outcomes;
- (b) **PTV** means Public Transport Victoria;
- (c) **TER** stands for the Travel Emission Reduction board which will be established to oversee the implementation of the Bill.

## **PART II—Establishment**

### **Clause 4 Establishment of the Travel Emission Reduction Board**

- 4.1 The Travel Emission Reduction (TER) board shall be established.
- 4.2 The composition of the TER board shall be representative of the population of Victoria, including of the following demographics;
  - (a) Age;
  - (b) Cultural background;
  - (c) Socioeconomic status;
  - (d) Geographical location.
- 4.3 The role of the TER board shall be;
  - (a) Conduct research into travel related emission reduction;
  - (b) Survey daily commuters, including, but not limited to;
    - (i) Common routes;
    - (ii) Modes of transport;
    - (iii) Number of commuters utilising public transport;
    - (iv) Common walking routes;
    - (v) Identifying peak travel periods.
  - (c) Investigate barriers to lower emission travel options by assessing the affordability of;
    - (i) Public transport fares;
    - (ii) Cost of bicycles, e-bikes, e-scooters, etc.;
  - (d) Conduct research into highly congested roads.
  - (e) Oversee the development and implementation of related or relevant programs.
- 4.5 The TER board shall conduct an annual review of programs delivered, including evidence such as;
  - (a) Reviews;
  - (b) Reports;
  - (c) Public submissions.

**Clause 5 Increasing Capacity of Public Transport**

- 5.1 There shall be an increased capacity of the public transport system, specifically;
  - (a) Buses;
  - (b) Trams;
  - (c) Trains.
- 5.2 Frequency of buses shall be increased at peak times on essential bus routes.
- 5.3 Frequency of trams shall be increased at peak times on essential tram routes.
- 5.4 Frequency of trains shall be increased at peak times on essential train routes.

**Clause 6 Increasing Efficiency of Public Transport**

- 6.1 The TER board shall address the punctuality of public transport, including;
  - (a) Buses;
  - (b) Trains;
  - (c) Trams
- 6.2 More bus lanes shall be added at intersections to allow them to navigate through congestion.
- 6.3 Public transport priority sensors shall be implemented for buses and trams.
- 6.4 Traffic responses shall be implemented to direct buses along alternate routes to avoid congested areas.
  - (a) Buses shall remain en route towards their original destination and shall stop at every scheduled terminal / stop.
- 6.5 A notification system shall be established to alert passengers of delays and disruptions.

**Clause 7    Increasing the Appeal of Cycling as Transportation**

- 7.1    The TER board shall address physical accessibility of bike riding for everyday commuters including;
  - (a)    Increased access to bike lanes, including;
    - (i)    Adding more bike lanes to existing roads;
    - (ii)   Adding bike lanes on all newly constructed main roads.
  
- 7.2    The TER board shall ensure a safe and secure place to store bikes in communal and commercial areas, including;
  - (a)    Public transport stops, terminals, and hubs;
  - (b)    Major shopping centres;
  - (c)    Large scale office buildings;
  - (d)    Dining vendors.
  
- 7.3    The TER board shall ensure sufficient bike parking is included in all new developments. Parking shall include;
  - (a)    Racks;
  - (b)    Sheds.
  
- 7.4    The TER board shall ensure provision of hygiene facilities for cyclists upon arrival, including;
  - (a)    Changing areas;
  - (b)    Toilets;
  - (c)    Showers;
  - (d)    Lockers.
  
- 7.5    The TER board shall address the safety concerns of bike riding for everyday commuters when sharing roads, including;
  - (a)    Limiting parking spaces where cars must cross over a bike lane to park their vehicle;

- (b) Implementing the construction of barriers which separate bike lanes from motor vehicle lanes on busy and high accident roads.
- 7.6 The TER board shall implement direction and navigation signage on common cycling routes to increase accessibility of cycling as a method of commuting.
- 7.7 The TER board shall address financial barriers to cycling via a bicycle subsidy program;
- (a) The subsidy program shall be informed by research conducted by the TER board;
  - (b) The research shall target low SES areas where purchasing a bicycle may not be financially accessible.

**Clause 8 Increasing Safety and Accessibility of Walking as Transportation**

- 8.1 The TER board shall identify common deterrents to walking as a form of transport.
- 8.2 The TER board shall release a public state-wide online survey to identify facilities that require additional lighting and other accessibility improvements. Facilities shall include;
- (a) Public transport stops;
  - (b) Terminals and hubs;
  - (c) Common walking paths, including those which may not be paved.
- 8.3 The TER board shall conduct research to identify areas with low rates of weather coverings and shelters at public transport stops.
- 8.4 The TER board shall work alongside government bodies to identify areas that experience higher rates of crime.
- 8.5 The TER board shall increase infrastructure to improve the safety of common walking routes and destinations. This shall include, but not be limited to;

- (a) The repair of existing street lights on footpaths and at public transport stops and terminals;
  - (b) Addition of new streetlights on footpaths and public transport stops and terminals;
  - (b) Construction of durable shelters at public transport terminals;
  - (c) Paving of common walking routes which may not already be paved, including;
    - (i) Routes which cut through parks;
    - (ii) Routes which cut through grassland.
- 8.3 The TER board shall install help buttons to increase safety of travellers who choose to walk;
- (a) The establishment of help buttons shall be prioritised in areas which have been identified as having higher rates of crime;
  - (b) Help buttons shall;
    - (i) Be positioned on street poles approximately two metres above the ground;
    - (ii) Be connected to the nearest police office;
    - (iii) Alert local police to a person in need of help upon their activation.